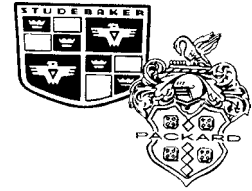


56J ONLY



THE PERIODIC NEWSLETTER OF THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER

NUMBER 019

ESTABLISHED JANUARY 1, 1989

SEPTEMBER 1994

QUESTIONS, QUESTIONS

Thanks to those of you who sent in a donation and/or purchased my parts catalog. Only 9 are left. Thanks also to those of you who completed and returned the questionnaire which I sent out in July. Your answers have been very enlightening. I will report the results next time. If you haven't completed the questionnaire, I hope you will do so soon.

I have included a paint/upholstery chart in this issue. I think you will find it interesting.

I want to get your letters and the roster into this issue, so lets get to it.

rotors, approaches a thousand dollars in NOS parts alone, assuming the parts can even be found.

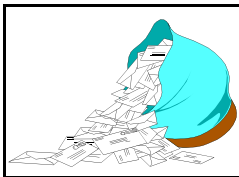
There are a number of problems which crop up in brake systems which you won't find in the shop manual, so I hope someone can benefit from my experience.

BRAKE NOTES:

If the brake pedal pressure against your foot becomes quite high after driving for a moderate distance, and the brakes don't seem to have much effect, the most likely cause is that the fluid is boiling. The hot, expanded fluid partially applies the brakes and pushes the brake pedal out. One tip-off that this is happening is that the brake lamps will stay lit even when your foot is off of the pedal, but will go out when things cool down.

The next problem, of course, is why things are boiling. The usual reason is that there is no free-play left in the master cylinder push rod. A push-rod adjusted too far into the master cylinder will slightly apply the brakes, probably not enough to cause noticeable drag at first, but enough to overheat the brake fluid after a period of driving. Refer to the shop manual for freeplay adjustment, or in any case, back the pushrod farther out of the master cylinder bore!

A problem with cars featuring the Hydrovac power unit is the pair of small flexible hydraulic hoses which couple the brake system to the Hydrovac. As these age, they tend to harden and collapse. When this happens, they require a lot more pedal pressure to let brake fluid past them, and then when the pedal is released, they can act like "one-way" valves, holding the pressure in the wheel side of the line and keeping the brakes applied to some degree until the pressure on the wheel side gradually equalizes with the



FROM THE MAILBAG

(Letters are edited as

required.)

**GEOFFREY C. FORS MONTEREY, CA.
93942**

May 27, 1994

Just a note to thank you for all the hard work you have been putting into the *56J Only* newsletter.

One of the letters published in the May, 1994 issue and a couple of alarming stories related to me by other SDC members prompts me to write with a couple of comments on brake system overhaul.

Studebaker owners should consider themselves fortunate in the area of brake systems. With a few exceptions, the Studebaker brake system is cheap to maintain and simple to overhaul compared to other makes. As an example, a complete overhaul of just the front disc brakes on my '67 Imperial, including new

opposite side. Someone was advertising repro Hydrovac coupler hoses in Turning Wheels, but I don't know if they are still available.

A partial cause of poor braking can be glazed brake shoes and/or glazed drums. This is most common on the rear wheels. The cause is usually a very hard, high grade lining and driver braking habits. You can spot this when the drum braking surface and the shoes have a perfect, mirror like finish. The best cure is to have the drums very *lightly* turned on a drum lathe, and replace the shoes. The shoes, if they have little or no wear, can also be scuffed up with coarse sandpaper or a hacksaw blade. Glazing can also be caused by adjusting the shoes a little too tight, so that there is a slight drag insufficient to boil the brake fluid but enough to glaze the linings.

If you haven't done so already, any original rubber brake lines should be changed as a matter of safety maintenance. They are carried by most NOS parts dealers, however I suggest purchasing a brand new set from a NAPA or Raybestos dealer to assure the freshest rubber parts available.

Since the price of new master cylinders is climbing, it may be economical to rebuild the old. This is a simple job, but you are likely to find pits and corrosion inside any master cylinder that is over 10 years old. Various shops advertise services to sleeve the master cylinder with brass or stainless steel, but at \$55 or more it is as expensive as buying another master cylinder, at least for a Studebaker. I have found that most pits occur toward the end of the bore of a master cylinder where the seals never contact it; therefore, a light honing and reassembly can be accomplished and the pits ignored. Most auto parts stores sell small hones designed for brake work. I prefer my own home-made hone, which consists of a steel rod with a slot in the end through which I thread a piece of coarse "ScotchBrite" abrasive pad, and then spin it in and out of the bore with a variable speed drill on slow speed. Use "Brake-Kleen" or comparable spray brake cleaner to thoroughly flush out the master cylinder before reassembly, and use liberal coatings of hydraulic brake assembly fluid in the bore before installing any rubber parts. A small bladder of this fluid usually comes with a rebuild kit, or you can buy a squirt bottle of it from a Raybestos brake dealer.

Before installing a master cylinder in any make of vehicle, it should be

"bench-bled" first. Accomplishing this is admittedly a messy headache if you aren't in the business of doing so on a regular basis. On a Studebaker master cylinder, you'll need to visit the auto supply store and obtain a one foot length of preassembled brake line with fittings on each end which match the brass outlet threads of your master cylinder. Cut the tubing in the middle and bend it so that it will squirt the brake fluid back into the reservoir of the master cylinder. If you have a manual brake car, you'll need to use both of these pipes. If you have power brakes, only one should be needed. Place the master cylinder in a vise, fill with brake fluid, place the pipe just mentioned into the outlet fitting and pointing into the reservoir, and push the piston into the cylinder repeatedly until bubbles quit appearing. Then remove the pipes and install the master cylinder in the car. Fluid will leak out of the brass coupling unless it is plugged with small rubber stoppers or a bolt of the same thread as the brake pipes just removed. If you use a bolt, do not thread it

in with a wrench or you will damage the soft brass coupling nose inside the fitting. Better to lightly finger-tighten the bolts and have some leakage than to destroy the fitting!

I have had good luck using Castrol LMA brake fluid rather than silicone. It is compatible with the old brake fluid, has a very high DOT rating, and has an excellent moisture point rating compared to more traditional brake fluids.

Nobody ever bothers to do it, but one way to keep your brake cylinders in good shape for many years is to bleed them thoroughly every year. Any water trapped in the system gets flushed out at that time, along with any air, and the bleeder screws are also less likely to seize up.

Inspect steel brake lines for corrosion and chafing, particularly in the areas around the frame in the front end of the car. Hawks in particular have some dangerous routings of the brake pipes which can bring them in potential contact with other, moving parts.

Finally, don't be afraid to make your own brake tubing if necessary. Pre-made steel brake tubing in assorted lengths is available at most auto supply stores and friction material wholesalers. Almost all brands are annealed and can be bent to the right shape in your hands without the use of tubing benders and their ilk. In fact, using a tubing bender usually ruins the piece. Just

proceed slowly. The tubing will, of course, invariably be the wrong length which will require cutting with a tubing cutter and making a new flared end. Contrary to opinions published in some of the car club magazines, it is easily possible to create a new double-flared end of quality as good as, or better than, original equipment. To do so, however, requires a GOOD quality double-flaring tool set which will set you back \$75 or more. The one I use is a GOULD/IMPERIAL professional grade kit, and has been worth every penny I paid for it. Mail order discount houses offer cheap double-flaring tool kits, but tools are one item that scrimping on dependably leads to grief later.

These are just a few comments; none are really dealt with in the shop manuals or even aftermarket general auto repair books. Some have been mentioned in *Turning Wheels* before, but many new *Studebaker Driver Club* members don't have the benefit of 20 years' membership and back issues to draw on!

BRENT HAGEN
OREGON

PORTLAND,

April 26, 1994

I have enclosed a list of 1956 Golden Hawk test reports I have compiled. I have also enclosed a list of other miscellaneous 56J reports from 1955-56 magazines. I would like to make this list as complete as possible,

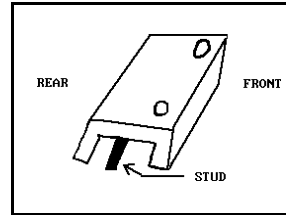
so I would appreciate any additions any 56J folks might have to either list.

I finally was able to get you the serial # of Byron Edmond's all Snowcap white 56J. It took a penlight flashlight and an inspection mirror as there was only 6" available to open the driver's door. It is 6033253. As I might have mentioned, it is a later model with black window trim and has "Studebaker V-8" on the front fenders. The trunk lid was not original.

Bill Glass mentioned running into two different push rod styles. In looking through my Packard parts breakdown, I found that they have two numbers, one for 1955 (440553), and one for 1956 (6480610). I have some 440553 which all have oblong welds.

Warning - the rear motor mount used with the ultramatic can often be installed backwards! Bob Thompson and I both had it happen at our transmission shop. Result - everything shifts back about 1/2". The carrier bearing will be

riding at the edge of the rubber bushings. A slight bind is put on the transmission rear end. My rear seal kept getting cocked. Bob lost a bearing, bushing and seal in his re-built transmission and a U-Joint! You also will notice the mount being right next to the rear housing screws. The chassis parts breakdown is the only picture of the correct installation I could find.



Note the holes forward of the studs.

Bob and I painted "front" and "back" on our mounts to hopefully prevent this from happening again.

Member Claude Sevon has some of the transmission rear mounts which he is selling for \$22.00, in case anyone needs one.

Is the fan blade for the 56J supposed to be curved or straight at the tips. I have seen both. The factory drawings show straight. I have a straight one that was blue (orange pulley). Bob Thompson's is straight and black. His engine is very original.

NOTE Brent's list of articles follows:

'56-J TEST REPORTS

- Jan-Feb '56 MOTOR SPORT-color photo of '56J on front, road test by Bill Holland on page 16, 4 pages, B & W '56J ad inside back cover
- Feb '56 Popular Science- "New Corvette challenges Thunderbird and Hawk" by Ken Purdy, page 135, 7 pages
- Apr '56 Mechanix Illustrated- "The Studebaker Golden Hawk" by Tom McCahill, page 94, 7 pages, B & W ad pages 78-79, 195
- Feb '56 Motor Trend- color photo of Sky Hawk on front cover, "56 Studebaker Golden Hawk Road Tests" by Jim Lodge, page 20, 5 pages B & W ad page 5
- Mar '56 Auto Age - "Studebaker's Golden Hawk", page 22, 3 pages
- Apr '56 Hot Rod - "High-Flying Hawk" by Racer Brown, page 16, 9 pages
- Apr '56 Science & Mechanics - color drawing of '56J on front cover, "How hot is the Studebaker Golden Hawk", page 73, 5 pages
- Jan '56 Motor Life - "Driving Stude's new Golden Hawk" by Ken Fermoyle page 26, 2 pages
- Mar '56 Speed Age - color photos of '56J on front, "Bill Holland Tests: Studebaker Golden Hawk" by Bill

Holland, page 22, 4 pages
'56J New Car Articles

Dec '55 Popular Science - "You'll hardly know the new Studebakers" by Frank Rowsome Jr., page 56, 5 pages

Jun '56 Auto Age - "How long will your car last" by Eugene Harding, chief engineer of Studebaker, pg 26, 5 pages, color photo of '56J test vehicle

Jan '56 Motor Trend - page 32, 2 pages

Feb '56 The Auto Car - "South Bend Shuffle", page 135

Dec '55 Popular Mechanics - "Studebaker Hawk", page 183, 1 page

EUGENE KORDYBAN **DETROIT,**
MICHIGAN

May 28, 1994

My Golden Hawk is not equipped with power brakes and, if possible, I would like to add this option. Can this be done?

JIM BELLA **NORTH LIBERTY,**
INDIANA

August 3, 1994

Enclosed is the questionnaire we received last month with the requested information. Hope it will be useful to sort out some effectivity points for those production changes. We have also enclosed a copy of the production order for your ever growing file.

I'd like to share some information with you and the other members that I've found very useful when trying to locate or identify parts for my 56J.

After purchasing my car in 1967, I began gathering up the parts needed to restore it. Living in South Bend, the place to go for parts was Studebaker's World Wide Distribution warehouse, known to the locals simply as Plant 8.

I would drop off my "shopping list" at the parts counter one week and pick up the parts the next week. To make their job (and mine) a little easier, I would be given a copy of the *Studebaker Parts and Accessories Price List* book.

The book which I still have was effective October 1, 1968. I believe it was the last, or next to last, issued before Studebaker closed the doors on

the parts business. The advantages of using the book were many; part numbers not found indicated they were no longer available, identify minimum purchase quantities, when applicable, could calculate total cost of an order before placing it, but most importantly, it provided "USE" numbers.

By the "USE" designator, Studebaker could call out the use of a new improved part, an equivalent part, possibly made by a different vendor, a part common with a part used on later models, a part with minor differences (a hole, bracket, fasteners, etc. added/deleted).

An example of how the "USE" numbers worked for me was at this year's *SDC International Meet*. I was searching for two seal kits and asked a vendor for the original part numbers. He did not have either kit with him. I then asked for the "USE" numbers and was promptly handed the two kits.

There are more than 300 pages in the book. Recently, I talked with *Newman & Altman* people to find out if their computer system would recognize both original and "USE" numbers. They said in some cases it would, but currently the system lacks the storage capability to input all the "USE" numbers. I have offered to let them make a copy of the price book for future input.

If any 56J ONLY member is having a problem finding a part by the original number, they could call me (219-289-9966) or write (SASE please) and I'll check to see if there is a "USE" number.

CLAES ANTONSSON **GOTHENBURG,**
SWEDEN

August 10, 1994

Enclosed you'll find the questionnaire form you sent me, and a check for an oil filter decal and your 1956 *Studebaker Golden Hawk Parts Catalog*.

The questionnaire form is filled in to my extent of knowledge. As you perhaps remember I bought my GH as a pile of car parts from Ali Drimmer. The dismantling was done by him, and there were not many pictures taken before he started tearing the car apart. However, he took a few of the entire car, and sent you one copy late 1989. This picture is interesting because it shows no emblems on the front fenders. After sandblasting I can say that there are no welding marks either.

After scratching, I can tell that my gold mylar is genuine, and not painted silver mylar. The original color scheme is Ceramic Green/Snowcap White. (Sorry, Jim Morgan.) And rereading issue #14, I can tell that there is a bolt and a weld

nut in the crossmember that Bondo Billy (Bill Glass) was asking about.

After all restoration work on my GH, I'm now installing a new wire harness that I made myself. To make life more easy I have divided the harness at the firewall. It's mostly only on the "outside" that the harnesses are deteriorated, and the effort is reduced to 30% with a 100% result.

What I need desperately now is photos of details inside and outside the car and under the hood and trunk. If anyone has pictures to send me, I promise to return pictures of my ongoing restoration. You see, it's very hard to put the car together in the original way without knowing how it looked in the first place. So please, send me a postcard.

I have found another 56 GH for you here in Sweden. It's owned by:

Rolf Wahlstrom serial # 6031269
Prastgardsmossen body # K7-1600
S 130 40 Djurhamn 1st reg 3/27/56
Sweden

I'm soon going to tell him about you. Then I've heard about one in Norway and one more in Sweden, but I don't have the numbers yet.

LARRY WEIDNER MENOMONIE, WI.

August 14, 1994

Attached is completed questionnaire. It is nice to have information like this for those who are restoring a 56J.

Just an observation...my opinion only...no offense to anyone intended.

In the scheme of all things, I'm not sure that having the correct color dip stick or heater hose bracket is all that important. While at the International convention in Minneapolis, one member in particular was interested in the color of the bolts that held brackets to the motor. This was in an effort to make a car as authentic as possible. I'm MORE than happy to help out people with this kind of thing...as long as we all realize that this borders on obsessive. Of course if one is to be obsessive about something, this is certainly as harmless as anything I know!!

Let us keep in mind that most cars that are three years or more old, are no longer authentic. After market brakes, alternators, generators, oil filters, gas filters, tires, shocks, etc., etc., etc., render all cars technically non-authentic. In the next 17-18 years that it takes to become, in the eyes of the state, a "collector" car, the journey to authenticity is all

down hill.

I think our primary purpose is to keep these fine cars on the road and relatively authentic, yet safe, without breaking the bank. I see no reason for instance to deduct points for radial tires, anti-sway bars, seat belts and shoulder harnesses, halogen headlights, even catalytic converters, and a host of other items that we all could think of if brought to task.

Just my opinion...hope I didn't offend you...and please, if you can see through

the nearly 28 years of accumulated grease, feel free to check out my bolts!!

(NOTE: I'll take a rain check. Special thanks to Larry for setting up the meeting of 1956 GH members who attended the 30th International SDC meet in Bloomington. We hope to meet again in Dearborn.)

BOB DIETZLER
CA

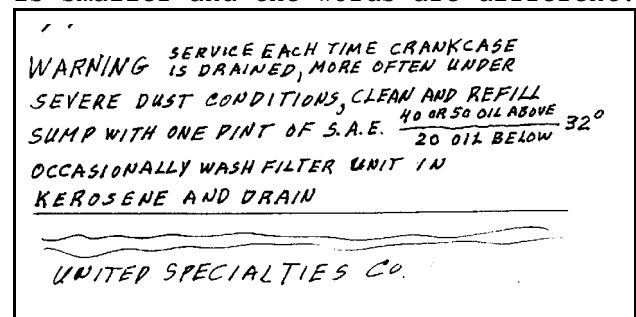
SIMI VALLEY,

August 22, 1994

I've enclosed completed questionnaires for both my Hawks. My latest hawk (6800307) is in original condition. I know it was in storage for at least 20 years before I got it. Therefore, it should be a good car for checking authenticity.

There are a couple of items I'd like to talk about. I have not been able to find a decal for the oil breather cap. The decal on the caps I have is blue with white letters (yellow may have faded). Do you have a source for this decal? (NOTE: Yes I do, see want ads)

I have also noticed that the original air cleaner (oil bath) decal on Hawk #2 is different than what is available. It is smaller and the words are different.



Wording on the decal on Bob's car. Does the wording on your original decal agree, line for line, with this? Please let me know and I will see if I can get the correct ones reproduced.

WHEEL ESTATE

Ads will run for one issue and must be subject related.

FOR SALE

1956 GOLDEN HAWK; very early production (#19, LA built); 374 CID, dual quad, 310 HP, ultramatic, ps, pb, p-seat, tt, www, wire wheel covers; many NOS goodies and extra parts, black over red; partially restored, overall #3 condition, very strong runner, includes good used 352 engine parts complete less block, call or write for extensive detail sheet and photos.

Dennis Larkins, 4826 Rosemont Ave.
La Crescenta, Ca. 91214, 818-957-8086.

1956 Golden Hawk 3 sp/od, 374 CID
Packard V-8, red/white, \$8900.

Bob Lehman
8940 Parkland Dr
El Paso, Texas 79925
Tel. 915-591-4020

1956 SKY HAWK parts car with Golden Hawk fins and check mark moldings. Car is complete except for the engine. It has all glass and trim and has a 289' crank, \$300 or I will trade for any 1912-1914 era Flanders literature. Nick Uhl, Oak Hill Recycling Center, 131 So. U.S. #1, P.O. Box 439, Oak Hill, Florida 32759, 904-345-3049.

11x14 prints of 1956 Golden Hawk, along with 1926, 2-1952's with Laurel & Hardy and Our Gang, 1934 with Newman Altman - Standard Surplus in background, 1952 R Series trucks, 1957 GH, 1963 Avanti, 1953 Commander hardtop, 1929 President. 10 of one print or 10 different at \$19.00. (includes shipping)

Richard Quinn
20026 S. Wolf Road
Mokena, Il. 60448

1956 STUDEBAKER GOLDEN HAWK PARTS CATALOG. Taken from the 1953-58 Body Parts and the 1955-58 Chassis Parts Catalogs, Catalog contains only 1956 Golden Hawk parts and illustrations. 320 pages of specifications, illustrations, parts lists, alphabetic index, numeric index, plus separate lists for service bulletins, utility items, and accessory codes. The complete catalog is 3 hole punched and comes in a loose leaf folder with a color cover. ~~DECALS~~ \$25.00. also

Oil Bath I'm working on it.

Oil Breather Cap, black w/buff \$ 2.50

Oil filter, red/black/gold \$ 6.00

W/Washer Motor, blue/chrome \$ 4.50
Valve cover, red/yellow (2 rqd) \$12.00 ea.

[Complete set (5 decals) \$30.00]

PLEASE INCLUDE A SASE WITH YOUR ORDER, UNLESS YOU ORDER VALVE COVER DECALS.

Frank Ambrogio
1025 Nodding Pines Way
Casselberry, Florida 32707

NEW & USED Studebaker & Packard parts. Mechanical, electrical, & trim. Large stock of Packard engine/transmission parts.

Stephen Allen's Auto, 529 N. W. 58th Street, Gainesville, Florida 32607, 904-454-7200, 800-532-1236 (orders only please)

WANTED

T-85 transmission, bell housing, and flywheel. Dwayne Jacobson, 2933 Ellis St. Stevens Point, Wi. 54481, 715-341-7671.

Long time Studebaker owner wants a #1-2 rust free car 56J 3 speed/OD, prefer 374" Caribbean w/2-4bbls. Pay a fair cash price and promise to give your pride and joy a good home and regular exercise. Jack Vines, 3227 East 28th Avenue, Spokane, Wa 99223, 509-535-8610.

COLORS AND UPHOLSTERIES -- STANDARD AND OPTIONAL 56J-K7 GOLDEN HAWK

COLORS			UPHOLSTERIES		
PAIN T NO.	SOLID OR BASIC	ACCENT	STANDARD CLOTH	OPTIONAL VINYL	OPTIONAL ALL-VINYL
P5610	SUNGLOW gold		8414 WC	None	8446 WGO 8440 WC
P5611	MIDNIGHT black		8414 WC	8415 BL	8445 WRD 8441 BL 8440 WC 8446 WGO 8447 CR
P5612	SNOWCAP white		8416 GRN	8414 WC	8445 WRD 8440 WC 8447 CR 8442 GRN 8446 WGO
P5613	DAYBREAK blue		8415 BL		8441 BL
P5614	AIRFORCE blue		8415 BL	None	8441 BL
P5615	SEASIDE green		8416 GRN	None	8442 GRN
P5616	GLENBROOK green		8416 GRN	None	8442 GRN
P5617	CAMBRIDGE gray		8414 WC	None	8445 WRD 8440 WC 8447 CR
P5618	YELLOWSTONE		8414 WC	None	8446 WGO 8440 WC
P5619	ROMANY red		8414 WC	None	8445 WRD 8440 WC 8447 CR
P5620	AIRFORCE blue	DAYBREAK blue	8415 BL	None	8441 BL
P5621	DAYBREAK blue	AIRFORCE blue	8415 BL	None	8441 BL
P5622	DAYBREAK blue	SNOWCAP white	8415 BL	None	8441 BL
P5623	AIRFORCE blue	SNOWCAP white	8415 BL	None	8441 BL
P5624	GLENBROOK green	SEASIDE green	8416 GRN	None	8442 GRN
P5625	SEASIDE green	GLENBROOK green	8416 GRN	None	8442 GRN
P5626	SEASIDE green	SNOWCAP white	8416 GRN	None	8442 GRN
P5627	GLENBROOK green	SNOWCAP white	8416 GRN	None	8442 GRN
P5628	CAMBRIDGE gray	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5629	MIDNIGHT black	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC 8447 CR 8446 WGO
P5630	SNOWCAP white	MIDNIGHT black	8414 WC	None	8445 WRD 8440 WC 8447 CR 8446 WGO
P5631	ROMANY red	MIDNIGHT black	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5632	MIDNIGHT black	ROMANY red	8414 WC	None	8445 WRD 8440 WC 8447 CR
P5633	SNOWCAP white	ROMANY red	8414 WC	None	8445 WRD 8440 WC
P5634	ROMANY red	SNOWCAP white	8414 WC	None	8445 WRD 8440 WC
P5635	SNOWCAP white	SUNGLOW gold	8414 WC	None	8446 WGO 8440 WC
P5636	SUNGLOW gold	SNOWCAP white	8414 WC	None	8446 WGO 8440 WC
P5637	MOCHA	DOESKIN	8417 RO	None	8448 WRO 8443 RO
P5638	MOCHA	SNOWCAP white	8417 RO	None	8448 WRO 8443 RO
P5639	YELLOWSTONE	MIDNIGHT black	8414 WC	None	8446 WGO 8440 WC
P5640	YELLOWSTONE	SUNGLOW gold	8414 WC	None	8446 WGO 8440 WC
P5641	CERAMIC green	SNOWCAP white	None	None	8444 WO
P5642	TANGERINE	SNOWCAP white	8414 WC	None	8450 WT 8440 WC
P5664	ROSEBUD	SNOWCAP white	8414 WC		8440 WC
P5665	REDWOOD	SNOWCAP white	8414 WC		8440 WC
P5666	SNOWCAP white	REDWOOD	8414 WC		8440 WC 8443 RO 8448 WRO
P5667	MIDNIGHT black	SEASIDE green	8416 GRN		8440 WC 8442 GRN

KEY TO UPHOLSTERY SYMBOLS:

BL Lt. Blue & Dk. Blue WC White & Charcoal WRD White & Red
 CR Charcoal & Red WGO White & Gold WRO White & Rose Mist
 GRN Lt. Green & Dk. Green WO White & Olive WT White & Tangerine
 RO Lt. & Dk Rose Mist (Taupe)

SUMMARY

01. **GEOFF FORS** PRESENTS INFORMATION ON BRAKE PROBLEMS.
02. **BRENT HAGEN** WANTS DRIVE REPORTS AND OTHER MISCELLANEOUS 56J REPORTS FROM 1955-56 MAGAZINES. HE STATES THAT MANY TRANSMISSIONS WHICH HAVE BEEN REBUILT MAY HAVE THE MOUNTS ON BACKWARDS. HE ALSO HAS A QUESTION ON FAN BLADES.
03. **JIM BELLA** HAS INFORMATION ON A STUDEBAKER PARTS AND ACCESSORIES PRICE LIST BOOK.
04. **EUGENE KORDYBAN** NEEDS INFORMATION ON ADDING POWER BRAKES TO HIS GOLDEN HAWK.
05. **LARRY WEIDNER** OFFERS SOME OPINIONS ON AUTHENTICITY.
06. **CLAES ANTONSSON** NEEDS PICTURES TO HELP IN HIS RESTORATION.
07. **BOB DIETZLER** ASKS ABOUT THE OIL BATH DECAL.
08. **NEW ROSTER INCLUDED**
09. **OIL BREATHER CAP** DECAL NOW AVAILABLE
- 10.
- 11.

THE 1956 STUDEBAKER GOLDEN HAWK OWNERS REGISTER
C/O *FRANK J. AMBROGIO*
1025 *NODDING PINES WAY*
CASSELBERRY, FLORIDA 32707

PLACE
STAMP
HERE

* *FORWARDING & ADDRESS CORRECTION REQUESTED* *

MAIL TO:

